

## **Proposed Revisions: Northwest/North Central Seattle**

In the 2014-2015 service reduction proposal, Metro has revised the North Central Seattle network to:

- Save as many resources as possible
- Streamline routings and consolidate duplicative services
- Preserve off-peak, night, and weekend service on corridors with higher ridership
- Reduce service in areas with fewer riders

| All day routes in proposed network |                  |                                       |                |                                 |          |        |  |
|------------------------------------|------------------|---------------------------------------|----------------|---------------------------------|----------|--------|--|
|                                    | Routing revision | Approximate minutes between bus trips |                |                                 |          |        |  |
| Route                              |                  | Weekday peak<br>(6-9 a.m., 3-7 p.m.)  | Weekday midday | Weekday night<br>(after 7 p.m.) | Saturday | Sunday |  |
| D                                  | No               | 10                                    | 15             | 15-30                           | 15       | 15     |  |
| 1                                  | No               | 15                                    | 30             | -                               | -        | -      |  |
| 3                                  | Yes              | 10                                    | 15             | 15-60                           | 15       | 30     |  |
| 5                                  | No               | 14-20                                 | 20             | 20-30                           | 20       | 30     |  |
| 13                                 | No               | 10                                    | 15             | 15-60                           | 20       | 30     |  |
| 16                                 | Yes              | 15                                    | 20             | 30                              | 20       | 30     |  |
| 26X                                | No               | 20                                    | 30             | -                               | -        | -      |  |
| 28X                                | Yes              | 10-30                                 | 30             | 60                              | 30       | 30     |  |
| 32                                 | Yes              | 8-15                                  | 30             | 30                              | 30       | 30     |  |
| 33                                 | Yes              | 20                                    | 30             | 60                              | 60       | 60     |  |
| 40                                 | No               | 15                                    | 20             | 30-60                           | 20       | 30     |  |
| 44                                 | No               | 10-12                                 | 15             | 15-30                           | 15       | 15     |  |
| 48                                 | No               | 10                                    | 15             | 15-30                           | 15-30    | 30     |  |
| 70                                 | No               | 10                                    | 15             | -                               | 15       | 20     |  |
| 345                                | No               | 30                                    | 30             | 60                              | 30-60    | 60     |  |
| 346                                | No               | 30                                    | 30             | 60                              | 30       | 60     |  |
| 358X                               | No               | 8                                     | 15             | 20-30                           | 15       | 20     |  |

|       |                  | Peak only routes in        |  |  |
|-------|------------------|----------------------------|--|--|
| Route | Routing revision | Weekday peak trips         |  |  |
| 15X   | No               | 13 trips                   |  |  |
| 17X   | No               | 11 trips                   |  |  |
| 18X   | No               | 13 trips                   |  |  |
| 24    | Yes              | 18 trips (both directions) |  |  |

| in proposed network |       |                  |                    |  |  |  |  |
|---------------------|-------|------------------|--------------------|--|--|--|--|
|                     | Route | Routing revision | Weekday peak trips |  |  |  |  |
|                     | 29    | Yes              | 18 trips           |  |  |  |  |
|                     | 316   | No               | 14 trips           |  |  |  |  |
|                     | 355X  | Yes              | 27 trips           |  |  |  |  |
|                     |       |                  |                    |  |  |  |  |



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